

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

DCC N 7200.89

Cancellation  
Date: 01/19/07

**SUBJ: ESTABLISHMENT OF THE NATIONAL ENROUTE SPACING POSITION (NESP) AT THE  
DAVID J. HURLEY AIR TRAFFIC CONTROL SYSTEM COMMAND CENTER (ATCSCC)**

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1. **PURPOSE.** This Notice will establish procedures for the National Enroute Spacing Position at the ATCSCC.
2. **DISTRIBUTION.** This notice is distributed to all operational Air Traffic Control System Command Center personnel.
3. **EFFECTIVE DATE.** This Notice is effective January 20, 2006.
4. **BACKGROUND.** Operational tests were conducted during the 2004 severe weather season to evaluate the effectiveness of an enroute spacing position at the ATCSCC. The position communicated with ARTCC Traffic Management Units, developed Flow Evaluation Areas (FEAs), and utilized the National Airspace System (NAS) Monitor/Center Monitor tool to identify enroute constraint/capacity/demand concerns. The position coordinated with ARTCC Traffic Management Coordinators, developed traffic management initiatives, and maintained manageable levels of demand through constrained areas. Numerous centers reported that the enroute spacing position reduced their volume, workload, complexity, and delays.
5. **RESPONSIBILITIES.**

The NESP position will be staffed by NTMOs and activated by the NOM, or designee, when an operational benefit is anticipated. The primary responsibilities will be conveyed to the NESP by the NOM prior to position activation. The NESP will normally develop traffic management initiatives (TMIs) that progress from those with least system impact (miles in trail) to those with significant impact (ground delay programs and ground stops) and will utilize a collaborative process in the exercise of the position in order to enhance system efficiency. Deactivation of the position will be determined through collaboration between the NOM, Planning Team, Area NTMOs, and Area Coordinators.

6. **PROCEDURES.**

a. The ATCSCC NESP must:

- (1) Utilize the CCFP, ITWIS, WARP, WSI and other weather tools to evaluate existing and forecast weather in the NAS.
- (2) Utilize the Traffic Situation Display and its capabilities to identify capacity/demand imbalances in the NAS. Examples include:
  - (a) During SWAP, evaluate the arrival flows transiting ZAU/ZID/ZOB/ZDC into ZNY and ZBW.
  - (b) During the winter season, evaluate:
    1. ZDC southbound throughput on Friday afternoons into Florida's airports (Orlando, Tampa, Miami, and Ft. Myers terminal areas);

2. ZDC northbound throughput on Sunday and Monday evenings into the New York metropolitan (N90) airports (PHL/EWR/LGA/JFK/TEB).

3. ZHU and ZJX southbound throughput to Cancun (MMUN).

(c) Daily evaluation of the EWR arrival flows between 1700Z and 0100Z.

(d) Daily evaluation of the IAD arrival flows between 1700Z and 2000Z.

(3) Develop a private Flow Evaluation Area (FEA) to monitor and evaluate the demand into a constrained area.

(4) Develop and send a public FEA when traffic management initiatives will be coordinated to manage the demand through a constrained area. Inform the Planning Team, the Route NTMO, and the Route Coordinator when a public FEA is transmitted. Based on the evaluation of the public FEA:

(a) Collaborate with field facility Traffic Management Units, the Area Coordinators, and the Planning Team to plan and develop the appropriate TMIs for balancing capacity and demand.

1. Ad hoc reroutes and Playbook reroutes must be coordinated through the Route Coordinator and published by a Route specialist.

2. Expanded MIT associated with reroutes must be coordinated with the Area Coordinators, implemented by the appropriate specialist, and entered by the NESP in the National Traffic Management Log (NTML).

3. Expanded MIT used to manage demand through the constrained area, but not associated with reroutes, must be coordinated with the East/West Area coordinator, implemented by the appropriate specialist, and entered by the NESP in the NTML.

4. Airspace Flow Programs (AFP) must be coordinated with the Route/East/West NTMOs, Area Coordinators, field facility Traffic Management Units, and customers and then implemented and managed by the NESP.

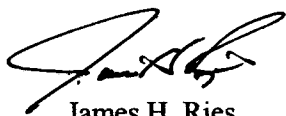
5. Entry and exit from a tactical ground stop must be coordinated with the East/West NTMO and Coordinator and then implemented and documented by the appropriate specialist. The NESP will also make a log entry in the NTML regarding the basis for the ground stop.

6. Entry and exit from a ground delay program must be coordinated with the East/West NTMO and Coordinator and then implemented and documented by the appropriate specialist. The NESP will also make a log entry in the NTML regarding the basis for the ground delay program.

(4) When conditions warrant TMIs, utilize the public FEA as the basis of a Flow Constrained Area (FCA), prepare and transmit the FCA, and publish an advisory that includes the implemented TMIs. Inform the Planning Team and the Route NTMO and Coordinator when the FCA is transmitted.

(5) Monitor TMIs and take appropriate action to mitigate departure delays related to implemented TMIs. These actions include, but are not limited to: tactical reroutes to move flights to a stream with less demand; departure gate/fix balancing via the use of coded departure routes; and, tactical reductions in the MIT to manage segments of compact demand. To the extent possible, include affected customers as participants in the conference calls when tactical reroutes are used to move airborne flights.

(6) Develop strategies to exit TMIs. As appropriate, collaborate with field facility Traffic Management Units, the Route/East/West NTMOs and Coordinators, and the Planning Team to prepare and implement the steps to exit TMIs. These strategies may include: reductions in MIT, elimination of ad hoc and playbook reroutes, and increased ground delay program arrival rates.



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